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Control No. 0652/67

SUBJECT: Damage of Civilian Structures and Civilian Casualties in the Hanoi-Haiphong Area 10 April to 22 May 1967

Date: 31 May 1967

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MERCHANT SHIPPING TO NORTH VIETNAM, 1964

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*DDP Reps. on
Vinger
Committee*

An analysis of foreign-flag merchant shipping to North Vietnam reveals that at least 580 calls were made by foreign-flag ships at North Vietnamese ports in 1964. A detailed breakdown, by flag, of ship calls at North Vietnamese ports is shown in Table 1.

Ships flying Free World flags accounted for almost 70 percent of the calls observed in 1964. The lion's share of these calls was accounted for by British-flag shipping, which with 177 calls matched almost equally the 178 calls made by ships flying Communist flags. Other Free World flags in the North Vietnamese trade included Japan with 74 arrivals, Norway with 43, and Greece with 35. These four flags accounted for 82 percent of Free World calls and about 57 percent of the total of ship calls observed during the year.

Chinese Communist-flag shipping with 72 calls during the year accounted for 40 percent of the total calls made by ships from Communist countries. The other major Communist-flag ships in the trade were the USSR and Poland, each with 48 arrivals.

A precise division of ship calls by port of arrival cannot be made at this time. With the information available we do estimate, however, that at least 425 of the 580 calls were made at the port of Haiphong. The remaining calls were made almost wholly at the coal exporting ports of Campha and Hongay. An undetermined number of ships did of course call at more than one port, usually offloading at Haiphong, then proceeding to one of the coal exporting ports. A breakdown by flag of the estimated calls at Haiphong is shown in Table 2.

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Over 62 percent of the Free World ships called at Haiphong as their first port of call. Bloc ships, on the other hand, almost invariably made Haiphong their first port of call, some 174 of 178, or 97 percent of Bloc calls being made at Haiphong.

Quantitative data on the cargoes moving in and out of North Vietnam is incomplete. Estimates of seaborne exports and imports based on reasonably firm though incomplete data are presented in Tables 3 and 4.

We estimate that a minimum of 1.4 million tons of export cargoes moved out of North Vietnam by sea in 1964. Over 60 percent of the estimated exports is accounted for by coal moving out of the ports of Campha and Hongay. The other major identifiable exports were apatite and cement, usually exported from the port of Haiphong. Free World shipping dominates the seaborne export trade of North Vietnam, carrying about 1.2 of the 1.4 million tons exported during the year. Soviet-flag ships carried about 125,000 tons of export cargoes while Satellite-flag shipping carried only 83,000 tons. It is not possible at this time to make a meaningful estimate of the export cargoes carried by Chinese-flag shipping.

Our estimates of seaborne import cargoes in 1964 show a minimum of identifiable imports of 633,000 tons. Imports of maize, grains and bulk foodstuffs accounted for 26 percent of total imports, exceeding only slightly the volume of imports of fertilizers. The other major commodity import was petroleum which amounted to 142,000 tons or more than 22 percent of total imports.

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The carriage of seaborne imports was more evenly distributed than the carriage of seaborne exports. Vessels flying Free World flags accounted for 44 percent of estimated seaborne imports compared to 42 percent for Soviet-flag vessels. Soviet-flag vessels, however, did dominate the petroleum trade, accounting for 73 percent of total petroleum imports.

The small share--10 percent--of imports carried by Satellite-flag vessels reflects the large number of Polish-flag vessels calling at Haiphong as part of the Polish liner services to Far Eastern ports.

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Table 1

Foreign Flag Ship Calls at North Vietnam1964

	<u>Calls</u>
<u>Free World*</u>	
Denmark	1
Finland	1
France	1
Greece	35
Indonesia	1
Italy	11
Japan	74
Lebanon	20
Liberia	7
Netherlands	8
Norway	43
Panama	12
Sweden	3
United Kingdom	177
West Germany	8
<u>Subtotal</u>	<u>402</u>
<u>USSR</u>	<u>48</u>
<u>European Satellites</u>	
Bulgaria	2
Czechoslovakia	77
East Germany	1
Poland	48
<u>Subtotal</u>	<u>58</u>
<u>Communist China</u>	<u>72</u>
<u>Total</u>	<u>580</u>

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Table 2

Estimated Ship Calls at Haiphong by Flag, 1964

<u>Flag</u>	<u>Number of Calls</u>	<u>GRT</u>
<u>Free World</u>		
Denmark	2	6,322
Finland	1	5,661
France	1	2,873
Greece	27	157,426
Italy	3	14,351
Japan	30	75,574
Lebanon	12	65,590
Netherlands	10	21,855
Norway	33	94,823
Panama	6	34,213
Sweden	112	13,833
United Kingdom	116	312,397
West Germany	4	17,426
Subtotal	251	372,454
<u>USSR</u>	48	359,469
<u>European Satellites</u>		
Czechoslovakia	7	45,493
East Germany	1	9,632
Poland	48	330,220
Subtotal	56	385,350
Communist China	70	227,214
Total	425	1,644,517

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Table 3

SEABORNE EXPORTS CARRIED BY FOREIGN FLAG VESSELS,NORTH VIETNAM, 1964

Commodity	Flag				Metric Tons
	Free World	Soviet	Satellite	Chinese	Total
Apatite <u>a/</u>	219,700	33,600	34,000	--	287,300
Cement <u>a/</u>	77,000	43,700	8,300	--	129,000
Coal <u>b/</u>	825,400	6,600	10,200	--	842,200
Miscellaneous <u>a/</u>	63,500	40,700	30,700	--	134,900
Totals	1,185,600	124,600	83,200	--	1,393,400

a. Almost exclusively out of Haiphong.

b. Out of the ports of Campha and Hongay.

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Table 4

Reported Seaborne Imports for North Vietnam, 1964

	Metric Tons				
	Flag				
Commodity	Free World	Soviet	Satellite	China	Total
Maize, Grains & Bulk Foodstuffs	123,000	—	19,000	20,000	162,000
Ammonium Sulfate & Other Fertilizers	52,000	91,000	14,000	—	157,000
Timber	11,000	—	2,000	—	13,000
POL	31,000	109,000	2,000	—	142,000
Miscellaneous	66,000	66,000	24,000	3,000	159,000
	283				
Totals	233,000	266,000	61,000	23,000	633,000

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